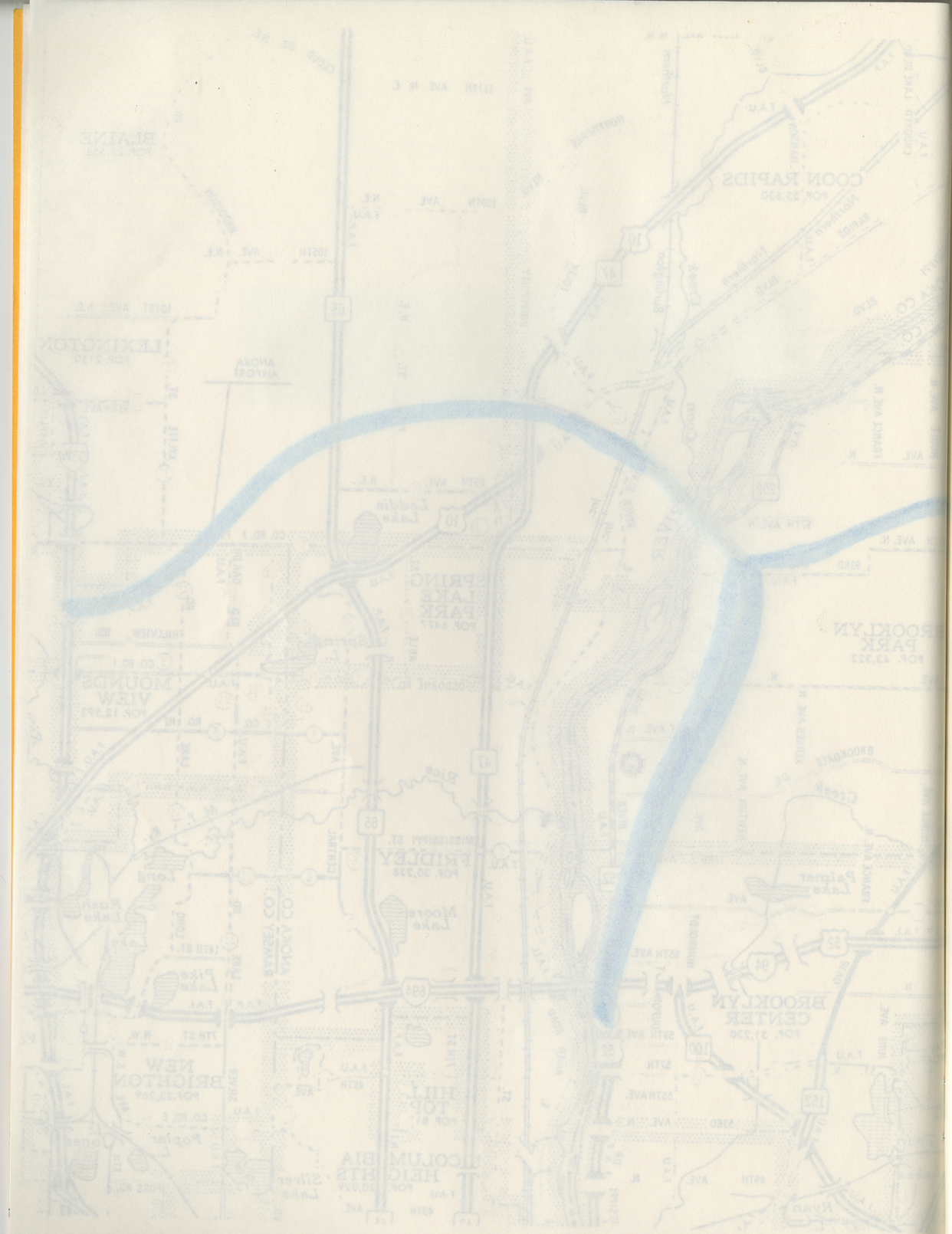
Transportation Analysis

TA-M329B

~~TH94~~, TH252 FROM TH694 TO TH610

PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC AND COMMODITIES SECTION


COON RAPIDS
POP. 35,820
BLAINE
POP. 28,558
LEXINGTON
POP. 2150
BROOKLYN PARK
POP. 43,332
SPRING LAKE PARK
POP. 6477
MOUNDS VIEW
POP. 12,593
BROOKLYN CENTER
POP. 31,230
FRIDLEY
POP. 30,228
HILL-TOP
POP. 817
COLUMBIA HEIGHTS
POP. 20,029
NEW BRIGHTON
POP. 23,269
ANOKA AIRPORT
Laddie Lake
Spring L.
Palmer Lake
Moore Lake
Long Lake
Rush Lake
Pike Lake
Twin Lakes
Ryan L.
Silver Lake
Poplar L.
Jones L.
Rice Creek
Coon Creek
Northern Burlington Creek
Mississippi River
M.T. Ry.
117TH AVE. N. E.
109TH AVE. N.E.
105TH AVE. N.E.
101ST AVE. N.E.
95TH AVE.
89TH AVE. N.E.
CO. RD. J
HILLVIEW RD.
CO. RD. I
OSBORNE RD.
CO. RD. H2
97TH AVE. N.
95TH AVE. N.
93RD AVE. N.
73RD AVE. N.
65TH AVE. N.
59TH AVE. N.
57TH
55TH AVE.
53RD AVE. N.
49TH AVE.
14TH ST. N.W.
7TH ST. N.W.
CO. RD. E
FOSS RD.
40TH AVE.
CLOUD DR. N.E.
RADDISON RD.
NORTHDALE BLVD.
BROOKDALE DR
HANSON BLVD.
CROOKED LAKE BLVD.
ANOKA CO. BLVD.
RAMSEY CO.
MISSISSIPPI ST.
UNIVERSITY AVE. F.A.U
POLK ST. N.E.
ABLE ST. N.E.
OAK DR. RED RD.
CENTRAL AVE.
XERXES AVE. N.
NOBLE AVE. N.
FRANCE AVE. N.
NEWTON AVE. N.
HUMBOLDT AVE.
DUPONT AVE. N.
JUNE AVE. N.
SILVER LAKE RD.
LONG LAKE RD.
XYLITE ST.
NAPLES ST.
RIVER ROAD
10
47
65
252
52
94
694
100
152
35W
F.A.U
F.A.P
F.A.I



STATE OF MINNESOTA

Department of Transportation
Room 820

Office Memorandum

TO: Bob Brown
Transportation Analysis Engineer
District 5 - Golden Valley

DATE: 8/10/85

FROM: Allan Pint
Traffic Forecasts Engineer
Traffic Forecasts Unit

PHONE: 296-0217

SUBJECT: TH 94,252 from TH 694 to TH 610
TA-M329B

This report contains information on the forecasting process, a summary of the data and procedures used for this particular route, an inset map of the project area, and year 2000 traffic forecasts on TH 94,252 from TH 694 to TH 610. The following information for TH 94,252 is supplied in Figures 1, 2 and 3:

Average Weekday Traffic (AWDT)

A.M. and P.M. peak hour volumes

Turning movements at the intersection of TH 252 and the following crossroads: TH 694, 66th Avenue North, 70th Avenue North, 73rd Avenue North, 77th Avenue North, 81st Avenue North, 85th Avenue North, 93rd Avenue North and TH 610

Projected traffic volumes for the year 2000 are based on the completion of these construction plans:

1) TH 252 from TH 94,694 to TH 610.

2) TH 610 from proposed TH 169 (Osseo By-Pass) to the junction with proposed TH 10 at University Avenue.

3) Proposed TH 10 from junction TH 47 to junction TH 35W.

4) TH 169 (Osseo By-Pass).

5) TH 694 is upgraded to a 6-lane freeway from TH 94 to TH 35W.

Traffic forecasting is based on a regional travel model of the Twin Cities Metropolitan area maintained by the Minnesota Department of Transportation and the Metropolitan Council. The software package was developed by the Federal Highway Administration and is stored on the state mainframe computer.

The model uses socioeconomic data to project future year traffic and assigns the volumes to a roadway network of the seven county region. Factors such as population, households, employment and land use (based on 1970 and 1980 census data) are used in conjunction with the 1982 Travel Behavior Inventory to determine the generation and distribution of trips in the region.

After data is prepared at the regional level it is allocated to smaller geographical units called Traffic Analysis Zones (TAZ's). The projected year trips are assigned to the roadway network by the minimum time travel path from each origin TAZ to each destination TAZ. The sum of trips on a link resulting from all minimum time travel paths is the assigned volume on the link.

Link volumes represent year 2000 Average Weekday Traffic (AWDT) volumes which are acceptable for regional planning. However, these volumes are further refined manually and by microcomputer to produce more accurate project level forecasts. Subdividing the TAZ's into smaller geographical units, adding a higher level of detail to the network, assigning multiple travel paths, acquiring the most recent traffic data, consulting previous Traffic Analysis Reports and analyzing traffic movements in greater detail are all posssible components of this refinement process.

The following data and procedures were used for this forecast:

1) 2000B zone to zone AWDT and PM peak hour movements assigned to the 2000 road network.

   Zone to zone movements for the TAZ's in the project area were evaluated and reassigned in some instances to reflect smaller geographical units which more accurately represent actual land use and travel patterns.

2) Loaded links and loaded tree analysis of AWDT movements.

Loaded links and trees were studied in order to reroute traffic using minimum time travel paths to multiple paths for critical routes in the project area.

3) The following Traffic Analysis Reports previously prepared by Mn/DOT:

TA-M313: TH 94,694 from TH 100 to TH 10, July 1984
TA-M329: TH 10,610 from Proposed TH 169 to TH 35W, April 1985
TA-M329A: TH 252 from 66th Avenue North to TH 610, June, 1985

The volumes presented in this report are consistent with the volumes in the previously prepared reports listed above, except for the following locations:

TH 94: south of TH 694
TH 252: north of TH 694
TH 100: south of TH 694
Humboldt Avenue: north of TH 694

where newly projected volumes are higher than those reported in TA-M313. (For purposes of comparison, the year 2010 volumes in TA-M313 may be factored down to the year 2000 by 0.84.) The increased volumes at these locations are based on the following new data which was not available at the time TA-M313 was prepared:

1) Current ADT and peak hour traffic counts (1984) from the Mn/DOT Data Collection Unit.

2) A revised computer traffic assignment .

4) Current and historical Average Daily Traffic (ADT) and peak hour traffic counts from the Mn/DOT Data Collection Unit and District 5.

Historic trend analyses of traffic counts are used as a guideline in projecting future traffic volumes.

If you have any questions please contact Jim Page at 296-1626.

FIGURE 1

TA-M329B

TH252 - 85TH AVE NO.

LEGEND

000 - 2000 AWDT

00A - AM PEAK

00P - PM PEAK

N

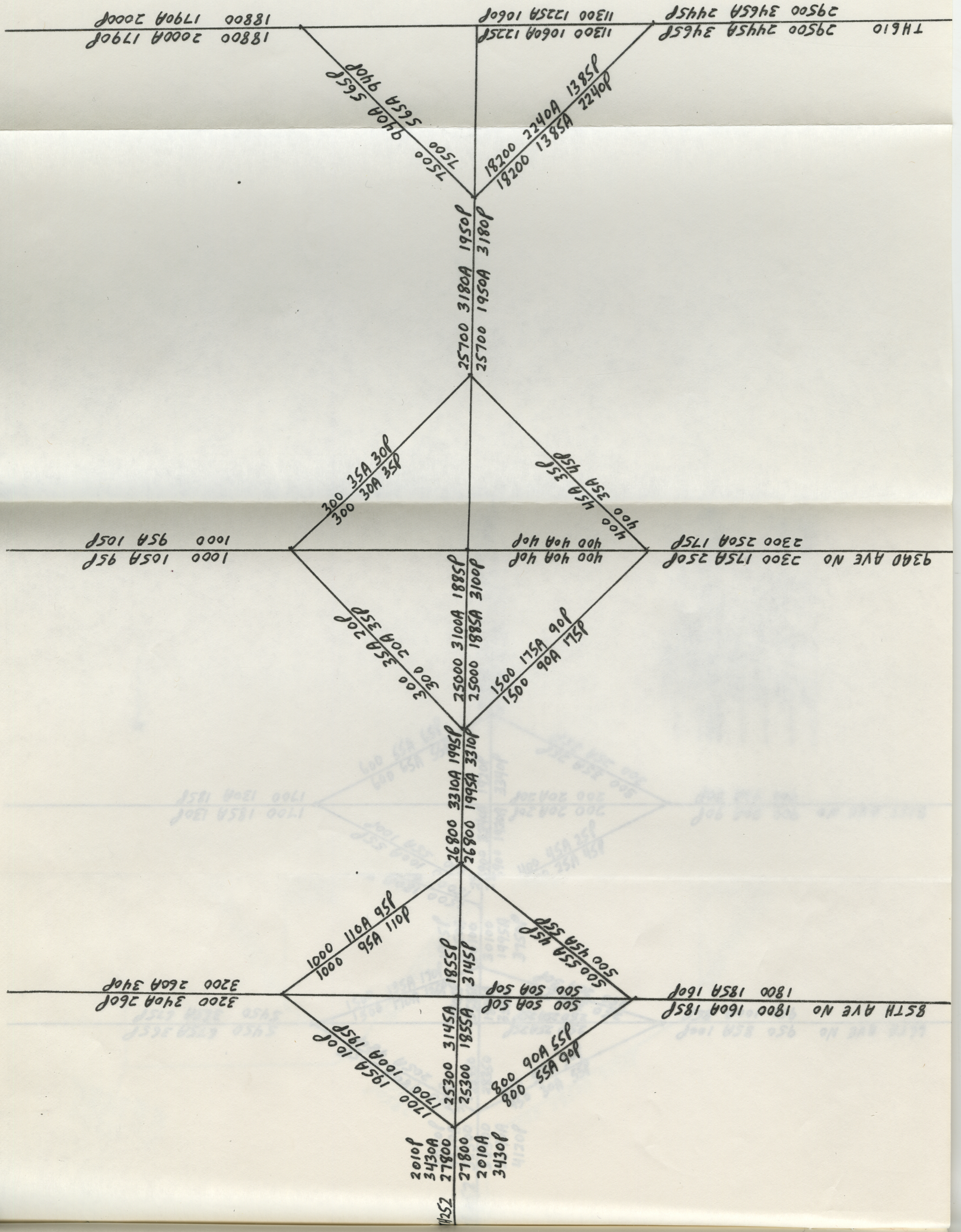


FIGURE 2
TA-M329B
TH252 - 66TH TO 85TH AVES NO
LEGEND
000 - 2000 AWDT
00A - AM PEAK HOUR
00P - PM PEAK HOUR

N

TH252
27800 3430A 2010P
27800 2010A 3430P
81ST AVE NO
900 80A 90P
900 90A 80P
1700 185A 130P
1700 130A 185P
600 55A 65P
600 65A 55P
300 35A 25P
300 25A 35P
1920P
3340P
200 20A 20P
200 20A 20P
26900 3340A
26900 1920A
900 100A 55P
900 55A 100P
400 45A 25P
400 25A 45P
2000P
3485A
3485P
28200 2000A
28200 3485P
77TH AVE NO
1200 105A 115P
1200 115A 105P
2600 290A 200P
2600 200A 290P
900 80A 105P
900 105A 80P
400 45A 35P
400 35A 45P
1860P
3360P
300 30A 30P
300 30A 30P
26900 3360A
26900 1860A
1400 155A 90P
1400 90A 155P
500 50A 30P
500 30A 50P
1980P
3565A
3565P
28800 1980A
28800 3565P
73RD AVE.NO
800 75A 80P
800 80A 75P
1800 135A 200P
1800 200A 135P
600 55A 65P
600 65A 55P
300 35A 25P
300 25A 35P
1890P
3475P
200 20A 20P
200 20A 20P
27900 3475A
27900 1890A
1000 115A 60P
1000 60A 115P
300 35A 20P
300 20A 35P
1970P
3625A
3625P
29200 1970A
29200 3625P
70TH AVE NO
2100 195A 145P
2100 145A 195P
1500 180A 90P
1500 90A 180P
600 55A 65P
600 65A 55P
1905P
3570A
3570P
28600 1905A
28600 3570P
5950 675A 365P
5950 365A 675P
1500 135A 170P
1500 170A 135P
1805P
3585A
3585P
19050A
3585P
250 25A 25P
250 25A 25P
250 20A 20P
250 20A 20P
66TH AVE NO
950 85A 100P
950 100A 85P
5700 480A 205P
5700 205A 480P
450 55A 30P
450 30A 55P
2040P
4120A
32500
2040A
4120P
TH252

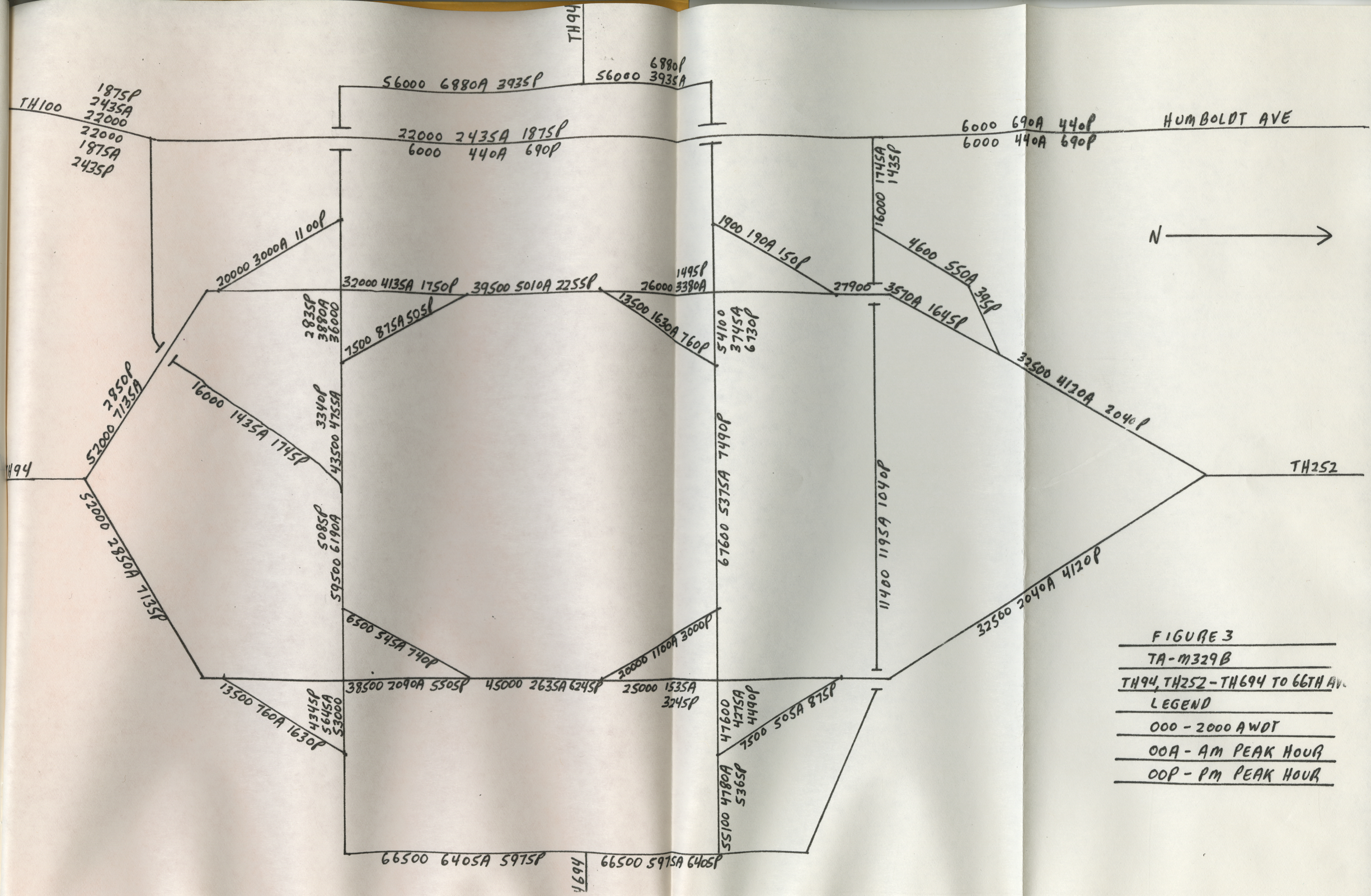


FIGURE 3

TA-M329B

TH94, TH252 - TH694 TO 66TH AV.

LEGEND

000 - 2000 AWDT

00A - AM PEAK HOUR

00P - PM PEAK HOUR